Inland Waterways Transport

1909. SHRI NANA DESHMUKH: Will the Minister of SHIPPING be pleased to state:

(a) whether inland water transport is an economical, fuel efficient and environment friendly mode of transport;

(b) whether three national waterways, namely, the Ganga, the Brahmaputra and the West Coast Canal can provide efficient navigation facilities in the country;

(c) if so, whether Government intend to use these waterways as a mode of transport; and

(d) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU.THIRUNAVUKKARASAR): (a) Yes, Sir.

(b) Yes, Sir. The three National Waterways when fully developed with infrastructure facilities namely fairway, terminals and navigational aids and when there are efficient inland vessels operators, can provide effective and efficient inland navigation for transportation in the country.

(c) and (d) These infrastructure facilities are being provided on the three National Waterways by Inland Waterways Authority of India and various projects in this regard have been completed or are under implementation or are planned. Central Inland Water Transport Corporation is an organization under the Govt, for commercial operation of inland vessels. An Inland Water Transport policy has been approved by the Government with a view to facilitating accelerated development of this mode and to encourage private sector participation for creation of infrastructure and ownership and operation of Inland vessels.This policy includes several fiscal incentives to encourage participation of private sector in this process.

Development of Cochin Port

1910. SHRI J. CHITHARANJAN: Will the Minister of SHIPPING be pleased to state the steps taken during the last three years to develop the Cochin Port ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU.THIRUNAVUKKARASAR): Development of port is an on-going exercise. However, the following important projects have been taken up for the development of Cochin Port during the last three years:—

(i) *Reconstruction of Boat Train Pier (BTP) Jetty into a multi-purpose Jetty.*

The Port has completed the project of reconstruction of Boat Train Pier (BTP) jetty into a multi purpose at an estimated cost of Rs. 17 crores from Port's internal resources in the year 2001, which can receive bulk carriers upto 35,000 DWT. The capacity addition on completion of this project was 0.5 million metric tonnes per annum

(ii) *Establishment of an International Container Transhipment Terminal (ICTT).*

Tender for this work was invited in 1999. However, due to various reasons, it could not be finalised. Fresh tenders have been invited and the process of qualifying the bidders is in progress. Capacity addition with this project will be to the tune of 5 to 40 million tonnes per annum in phases.

(iii) *Setting up of an International Bunkering Terminal under private participation.*

Tender for this porject was invited during 2001 and pre-qualification of bidders have been completed. Request for proposals (RFP) have been issued to short-listed bidders and due date of submission is 13.12.2002. It is expected that capacity addition with this project will be to the tune of 1 million tonnes per annum in the initial stage and can go upto 10 million tonnes per annum in the final stages.

(iv) *Establishment of an LNG Terminal by the Promoters, M/s. Petronet LNGLtd.*

The Port has allotted about 40 acres of its land for establishment of an LNG Terminal. The selection of contractors has been completed by M/s. Petronet and market tie-up for consumers is in progress. This terminal will handle about 2.5 million tonnes per annum initially and in the final stages it will handle about 5 million tonnes per annum of LNG.

(v) *International Ship repair facilities:*

Cochin, with its strategic location, invited Expression of Interest (EOI) for setting up of a ship repair yard for ocean going vessels to which one request was received. This is being examined. This project may take place under BOT format or by a Joint Venture approach with Cochin Port Trust. Land for setting up the yard will be provided by Cochin Port. Other facilities like berthing, bunkering etc. to the vessels will be provided by Port under approved Tariff by the Tariff Authority for Major Ports.

(vi) *Special Economic Zone.*

Steps have been taken to develop special Economic Zone (SEZ) to cater exclusively for port based industries. Special economic zone is to be located at Vallarpadam & Puthuvypeen. State Government has recommended the project and Department of Commerce (Govt, of India) has issued in-principle approval on 27.11.2002. The projects expected to be set-up here are Trans-shipment Terminal, Bunkering Terminal, Ship Repair Facilities, Port Based Processing Industries, Golk Course etc.

New Mumbai Port

1911. SHRI PREM CHAND GUPTA: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the largest and mo st modern container port in the country is New Mumbai which ranks 47 in World rating;

(b) whether out of 287.7 MT of cargo handled in 2001 -2002,70 MT was containerisable of which only 55 per cent was shipped in container; and

(c) if so, the action taken by Government to build up the containerable capacity to meet our requirement?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU.THIRUNAVUKKARASAR): (a) Jawaharlal Nehru Port at Navi Mumbai is the largest container port in India equipped with state-of-the-art cargo handling facilities with particular thrust on handling of containerized cargo. As per the information contained in the July, 2002 issue of "Cargo Systems", a U.K. based publication, Jawaharlal Nehru Port is in position no. 40 amongst the tip 100 Container Ports in the world.